

REPORT

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1. There are one or two airfields and a power station in the northern part of the Isle of Usedom, near Peenemuende. One of these fields is presumed to be located north of Koelpien Lake, the other one southeast of it (1). Flying from these fields was very intensive. Jet fighters stationed at the field always took off and landed in an east-west direction. [redacted] a runway was extended in the summer of 1950. The work, which had to be completed by the anniversary of the October Revolution, was undertaken because three jet fighters had crashed while taking off or landing. (2) [redacted] 25X1
2. Only one type of jet fighter, painted silver and with swept-back wings, was seen over the field. The planes usually flew in formations of four and landed individually. The biggest formation seen consisted of 16 planes flying in four flights. The number of jet planes stationed at the field was not known. (3) Once a turbine engine about 50 cm in diameter and about 250 cm long was seen in the motor vehicle repair shop. The supply pipes of the turbine were 3/8 inch in diameter. [redacted] 25X1
3. U-2 biplanes and fighters fitted with one in-line engine, similar to the Spitfire, were also seen over the field. Such fighters were also seen towing air sleeves which were fired at by other planes.
4. Jet fighters arrived at the airfield in crates, one crate to a railroad car. The crates were each the size of a 20-ton railroad car and their sides could be tilted down.
5. On the track between Karlshagen and Peenemuende a train was alerted for the transporting of flight personnel, quartered in the southern section of the installation, to and from the airfield. Details on the course of this railroad line are not available. [redacted] it runs as far as the airfield. 25X1

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25 YEAR RE-REVIEW

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6. [redacted] two air force battalions, assigned to unidentified fighter units, were stationed in Peenemuende.(4) [redacted] the first battalion was located in Wittstock, while the second and third battalions of the regiment were located in Peenemuende.(5) 25X1
7. The third battalion was called "large battalion" [redacted] because of its difference from the second battalion. It was equipped with tractors, namely a German Vomag with pneumatic tires, three or four Stalin tractors, and two light Russian tractors with chain drive. Senior Lieutenant Burkovski and Lieutenant Shushpanov were assigned to this battalion. 25X1
8. Trucks of the third battalion [redacted] were repaired in the motor vehicle repair shop. Individual trucks [redacted] were also repaired occasionally. These trucks did not belong to units stationed in Peenemuende.(6) 25X1
9. On 18 January 1951, a total of 150 gondola cars and boxcars was seen parked in the area north of Karlshagen (N55/P92). The third battalion with all its personnel, dependents, and equipment, including household goods, entrained on 18 and 19 January 1951. The entire battalion had left by 22 January except for four trucks. [redacted] the third battalion was transferred to Wittstock.(7) 25X1
The second battalion remained in Peenemuende. [redacted] 25X1
10. The settlement evacuated by the third battalion was to be reoccupied by dependents of naval police personnel from Zinnowitz (N55/L02), Heringsdorf (N54/L21), and from other health resorts on the Baltic coast. [redacted] small billets with a capacity of three or four naval police were being built in the town of Peenemuende. 25X1
11. Fuel was stored at the motor pool and the airfield. The third battalion was equipped with two large tanks, each about 10 meters long and about three meters in diameter. In addition to these there were several small tanks filled with aviation gasoline for jet fighters. All these tanks were taken along when the battalion was transferred.(9) The fuel for jet aircraft of the second and third battalions was carried by eight tank trucks, which had a capacity of 3,000 liters each, to the airfield a day before it was used. [redacted] eight such tank trucks were assigned to each battalion.(10) The gasoline used by jet fighters was as clear as water when it was tapped. When collected in a bottle, however, it had a yellow tint. Its smell resembled that of a mixture of benzole and kerosene. 25X1
12. The fire brigade at the installation was billeted in the garage south of the motor pool. It was equipped with three three-ton trucks with mounted water tanks and one two-cylinder DKW motor fire engine. Two two-wheeled foam extinguishers with a content of 200 liters each were also seen in the garage. After the third battalion had left the field only one fire extinguisher remained.

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13. Two radio trucks, which were fitted with antenna rods, left the motor pool occasionally to practice. A large radio truck with a high and braced radio mast was seen only once, south of the officers' billets, in October 1950. Neither stationary radio installations, radar sets with dipoles, nor radar sets with range finders were seen at the southern section of the installation.
14. Neither AAA soldiers nor AAA emplacements were seen in the southern section of the installation. No bomb dumps were observed. Stick bombing was heard frequently, presumably from a bombing range located on the mainland in the direction of Groeslin (N55/P93). The bombers were not stationed in Peenemuende.

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15. [redacted] Once, in the summer of 1950, a loud hissing sound was heard over Zinnowitz followed by a loud explosion out at sea. [redacted] compared this noise to that produced by a V-2. [redacted] the German V-weapons plant in Peenemuende was destroyed partly by enemy bombing and by German demolition work.

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16. No rocket noises were heard in Peenemuende on 7 January 1951. On 18 and 19 January demolition work was carried on in the northern section of the installation. Explosions were heard about 11 a.m. and 5 p.m. on the two days; three explosions were heard at 5 p.m. on 18 January. Three clouds of smoke were seen mushrooming up over the woods about three km northwest of the loading ramp.

17. Uniform:

Soviet Air Force officers wore olive drab shirts with fixed collars and a black tie. EM and junior officers wore blue piping and field officers wore gold piping on their caps. Field officers also had gold braid on the visors of their caps. The following other uniform features were observed:

- a. Flight personnel: Light blue collar patches bordered by piping of a light blue. The epaulets of officers were marked by light blue longitudinal stripes. All air force members had cockades on their caps; those of the flying personnel were crossed by a propeller.
- b. Ground personnel: Light blue collar patches same as flight personnel, but with black piping. Special arms insignia were not worn with the cockades. Russian soldiers [redacted] had to remove the arms insignia from their uniforms while stationed in Germany.
- c. Medical personnel: Silver epaulets, in contrast to all other officers, including engineers and paymasters, who wore golden epaulets.
- d. Signal communications troops: Arms insignia of signal communications troops, such as crossed bolts of lightning, were not observed in Peenemuende.
- e. Miscellaneous insignia: Some officers wore a golden or silver clasp on their right breast. In the center of the clasp was a propeller. A few officers and EM also wore a parachute badge in white or blue enamel.
- f. Winter clothing: In the winter of 1950/51 the flying personnel wore captured Japanese clothing, consisting of olive-drab trousers lined with artificial fur and a blouse of the same material fitted with a hood and zipper.

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Comments:

(1) [redacted] a small auxiliary airfield had been built. [redacted] The existence of two airfields is therefore credible.

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(2) The Peenemuende airfield was reconstructed in 1949. [redacted]

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(3) The exact number of jet aircraft stationed in Peenemuende is unknown. During the reporting period two fighter regiments were stationed in Peenemuende, one of which has been transferred to Wittstock.

(4) Presumably BAOs, assigned one each to the fighter regiments.

(5) [redacted]

(6) [redacted]

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(7) [redacted]

(8) [redacted]

(9) [redacted] fuel containers are carried along in the case of a transfer of air units and their attached ground units. The fuel containers therefore are part of the equipment of the BAOs.

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(10) [redacted]

(11) [redacted]

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